

What I claim as my invention is:

1. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,  
and which primary lifting mechanism comprises a power plant as a means for providing downwardly extending thrust to the aircraft, and which secondary lifting mechanism comprises a power plant as a means for providing downwardly extending thrust to the aircraft, and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft, in a controlled manner, and such that a direction of

travel of the aircraft during flight can be altered by  
altering the lateral direction or angle of tilt of the primary  
lifting mechanism relative to the main body of the aircraft,  
and which said tilt enabling joint is a primary tilt enabling  
5 joint, with the primary lifting mechanism able to exert an  
upward force on the forward end of the main body of the  
aircraft through the primary tilt enabling joint, and which  
secondary lifting mechanism is connected to the main body of  
the aircraft by an additional tilt enabling joint, which said  
10 additional tilt enabling joint is a secondary tilt enabling  
joint, and which said secondary lifting mechanism is  
connected to the main body of the aircraft by the secondary  
tilt enabling joint such that during flight of the aircraft  
the secondary lifting mechanism can be tilted in a plurality  
15 of directions and angles relative to the main body of the  
aircraft, in a controlled manner, and such that the secondary  
lifting mechanism can be tilted in forward, rearward and  
lateral directions relative to the main body during flight  
of the aircraft, in a controlled manner, and  
20 such that a direction of travel of the aircraft during  
flight can be altered by altering the lateral direction or  
angle of tilt of the secondary lifting mechanism relative  
to the main body, and which secondary tilt enabling joint is  
such that the secondary lifting mechanism can be tilted in a  
25 controlled manner in a lateral direction with respect to the  
main body of the aircraft during flight of the aircraft that

is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism extending thrust in a downward direction and an upward force exerted on the main body of the aircraft by the secondary lifting mechanism extending thrust in a downward direction while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.

2. (original) An aircraft with a main body, a primary lifting  
mechanism and a secondary lifting mechanism, which main body  
has a forward end and an aft end, with the primary lifting  
mechanism and the secondary lifting mechanism connected to  
5 the main body of the aircraft in tandem order, and with the  
aircraft able to achieve flight by means of upward forces  
exerted on the main body of the aircraft by the primary  
lifting mechanism and the secondary lifting mechanism while  
the primary lifting mechanism and the secondary lifting  
10 mechanism are connected to the main body of the aircraft in  
tandem order,

and which primary lifting mechanism comprises  
a rotor, an engine assembly, and a plurality of  
blades, with the said blades connected to the  
15 rotor, and which said engine assembly is able  
to rotate the said rotor, with the blades connected  
to the rotor such that when the rotor is rotated by  
the said engine assembly air can be forced in a  
downward direction by means of the blades rotating  
20 around the rotor, with the primary lifting  
mechanism able to exert an upward force on the  
forward end of the main body of the aircraft by  
forcing air in a downward direction by way of the  
blades rotating around the rotor,

and the secondary lifting mechanism comprises  
25 a rotor, an engine assembly, and a plurality of

blades, with the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism, and which engine assembly of the secondary lifting mechanism is able to rotate the rotor of the secondary lifting mechanism, with the blades of the secondary lifting mechanism connected to the rotor of the secondary lifting mechanism such that when the rotor of the secondary lifting mechanism is rotated by the engine assembly of the secondary lifting mechanism air can be forced in a downward direction by means of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, with the secondary lifting mechanism able to exert an upward force on the aft end of the main body of the aircraft by forcing air in a downward direction by way of the blades of the secondary lifting mechanism rotating around the rotor of the secondary lifting mechanism, and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft

during flight of the aircraft, in a controlled manner,  
and such that a direction of  
travel of the aircraft during flight can be altered by  
altering the lateral direction or angle of tilt of the primary  
5 lifting mechanism relative to the main body of the aircraft,  
and which said tilt enabling joint is a primary tilt enabling  
joint, with the primary lifting mechanism able to exert an  
upward force on the forward end of the main body of the  
aircraft through the primary tilt enabling joint, and which  
10 secondary lifting mechanism is connected to the main body of  
the aircraft by an additional tilt enabling joint, which said  
additional tilt enabling joint is a secondary tilt enabling  
joint, and which said secondary lifting mechanism is  
connected to the main body of the aircraft by the secondary  
15 tilt enabling joint such that during flight of the aircraft  
the secondary lifting mechanism can be tilted in a plurality  
of directions and angles relative to the main body of the  
aircraft, in a controlled manner, and such that the secondary  
lifting mechanism can be tilted in forward, rearward and  
20 lateral directions relative to the main body during flight  
of the aircraft, in a controlled manner, and  
such that a direction of travel of the aircraft during  
flight can be altered by altering the lateral direction or  
angle of tilt of the secondary lifting mechanism relative  
25 to the main body, and which secondary tilt enabling joint is  
such that the secondary lifting mechanism can be tilted in a  
controlled manner in a lateral direction with respect to the

main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism forcing air in a downward direction and an upward force exerted on the main body of the aircraft by the secondary lifting mechanism forcing air in a downward direction while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.

3. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order, and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,



which primary lifting  
mechanism is a turboprop, and which primary lifting  
mechanism is attached to the primary tilt enabling joint  
such that air can be forced in a downward direction  
5 by the primary lifting mechanism, and such that by forcing  
air in a downward direction the primary lifting mechanism is  
able to exert an upward force on the forward end of the  
main body of the aircraft, with the primary lifting mechanism  
able to exert an upward force on the forward end of the main  
10 body of the aircraft through the primary tilt enabling joint,  
and which secondary lifting mechanism is connected to the  
main body of the aircraft by an additional tilt enabling joint,  
which said additional tilt enabling joint is a secondary tilt  
enabling joint, and which said secondary lifting mechanism is  
15 connected to the main body of the aircraft by the secondary  
tilt enabling joint such that during flight of the aircraft  
the secondary lifting mechanism can be tilted in a plurality  
of directions and angles relative to the main body of the  
aircraft, in a controlled manner, and such that the secondary  
20 lifting mechanism can be tilted in forward, rearward and  
lateral directions relative to the main body during flight  
of the aircraft, in a controlled manner, and  
such that a direction of travel of the aircraft during  
flight can be altered by altering the lateral direction or  
25 angle of tilt of the secondary lifting mechanism relative  
to the main body, and which secondary tilt enabling joint is

such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting  
5 mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and the secondary  
lifting mechanism is a turboprop, which secondary lifting  
10 mechanism is attached to the secondary tilt enabling joint such that air can be forced in a downward direction by the secondary lifting mechanism, and such that by forcing air in a downward direction the secondary lifting mechanism is able to exert an upward force on the aft end of the  
15 main body of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint,

with the primary tilt enabling joint and the  
20 secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism forcing air in a downward direction and an upward force exerted on the main  
25 body of the aircraft by the secondary lifting mechanism

forcing air in a downward direction while the primary  
lifting mechanism and the secondary lifting mechanism are  
maintained in tandem order, and with controlled lateral  
tilting of the primary lifting mechanism and the secondary  
5 lifting mechanism able to occur during flight while the  
primary lifting mechanism and the secondary lifting  
mechanism are maintained in tandem order.

4. (original) An aircraft with a main body, a primary lifting  
mechanism and a secondary lifting mechanism, which main body  
10 has a forward end and an aft end, with the primary lifting  
mechanism and the secondary lifting mechanism connected to  
the main body of the aircraft in tandem order, and with the  
aircraft able to achieve flight by means of upward forces  
exerted on the main body of the aircraft by the primary  
15 lifting mechanism and the secondary lifting mechanism while  
the primary lifting mechanism and the secondary lifting  
mechanism are connected to the main body of the aircraft in  
tandem order,

and which primary lifting  
20 mechanism comprises a rotor, an engine assembly, and a  
plurality of blades, with the said blades connected to the  
rotor, and which said engine assembly is able  
to rotate the said rotor, with the blades connected  
to the rotor such that when the rotor is rotated by  
25 the said engine assembly air can be forced in a

downward direction by means of the blades rotating  
around the rotor, with the primary lifting mechanism  
able to exert an upward force on the forward end of  
the main body of the aircraft by forcing air in a  
5 downward direction by way of the blades rotating  
around the rotor,

and which primary lifting mechanism is connected to the  
main body of the aircraft by a tilt enabling joint such that  
during flight of the aircraft the primary lifting mechanism  
10 can be tilted in a plurality of directions and angles relative  
to the main body of the aircraft, in a controlled manner, and  
such that the primary lifting mechanism can be tilted in  
forward, rearward and lateral directions relative to the  
main body of the aircraft during flight of the aircraft,  
15 in a controlled manner, and such that a direction of  
travel of the aircraft during flight can be altered by  
altering the lateral direction or angle of tilt of the primary  
lifting mechanism relative to the main body of the aircraft,  
and which said tilt enabling joint is a primary tilt enabling  
20 joint, with the primary lifting mechanism able to exert an  
upward force on the forward end of the main body of the  
aircraft through the primary tilt enabling joint, and which  
secondary lifting mechanism is connected to the main body of  
the aircraft by an additional tilt enabling joint, which said  
25 additional tilt enabling joint is a secondary tilt enabling  
joint, and which said secondary lifting mechanism is

connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and the secondary lifting mechanism comprises at least one jet engine, which said at least one jet engine is attached to the secondary tilt enabling joint such that the said at least one jet engine is able to force exhaust gases to travel in a downward direction and such that by forcing exhaust gases to travel in a downward direction the said at least one jet engine can

exert an upward force on the aft end of the main body,  
and which secondary lifting mechanism is able to exert  
an upward force on the aft end of the main body of the  
aircraft through the secondary tilt enabling joint,  
5 with the primary tilt enabling joint and the  
secondary tilt enabling joint connected to the main body of  
the aircraft, and with the aircraft able to achieve flight  
by means of an upward force exerted on the main body of the  
aircraft by the primary lifting mechanism forcing air in a  
10 downward direction and an upward force exerted on the main  
body of the aircraft by the secondary lifting mechanism forcing  
exhaust gases to travel in a downward direction while the  
primary lifting mechanism and the secondary lifting mechanism  
are maintained in tandem order, and with controlled lateral  
15 tilting of the primary lifting mechanism and the secondary  
lifting mechanism able to occur during flight while the  
primary lifting mechanism and the secondary lifting  
mechanism are maintained in tandem order.

5. (original) The aircraft of claim 4 wherein the said at least  
20 one jet engine is a turbojet.

6. (original) The aircraft of claim 4 wherein the said at least  
one jet engine is a turbofan.

7. (original) An aircraft with a main body, a primary lifting  
mechanism and a secondary lifting mechanism, which main body  
has a forward end and an aft end, with the primary lifting  
mechanism and the secondary lifting mechanism connected to  
5 the main body of the aircraft in tandem order, and with the  
aircraft able to achieve flight by means of upward forces  
exerted on the main body of the aircraft by the primary  
lifting mechanism and the secondary lifting mechanism while  
the primary lifting mechanism and the secondary lifting  
10 mechanism are connected to the main body of the aircraft in  
tandem order,  
  
and which primary lifting mechanism is connected to the  
main body of the aircraft by a tilt enabling joint such that  
during flight of the aircraft the primary lifting mechanism  
15 can be tilted in a plurality of directions and angles relative  
to the main body of the aircraft, in a controlled manner, and  
such that the primary lifting mechanism can be tilted in  
forward, rearward and lateral directions relative to the  
main body of the aircraft during flight of the aircraft,  
20 in a controlled manner, and such that a direction of  
travel of the aircraft during flight can be altered by  
altering the lateral direction or angle of tilt of the primary  
lifting mechanism relative to the main body of the aircraft,  
and which said tilt enabling joint is a primary tilt enabling  
25 joint, with the primary lifting mechanism able to exert an  
upward force on the forward end of the main body of the  
aircraft through the primary tilt enabling joint, and which

secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is

5 connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary

10 lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or

15 angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that

20 is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft, and which secondary lifting mechanism is able to exert an upward force on the aft end

25 of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the



secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism through the primary  
5 tilt enabling joint and an upward force exerted on the main body of the aircraft by the secondary lifting mechanism through the secondary tilt enabling joint while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral  
10 tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.

8. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint,

which primary lifting mechanism is a turboprop, and which primary lifting

mechanism is attached to the primary tilt enabling joint such that air can be forced in a downward direction by the primary lifting mechanism, and such that by forcing air in a downward direction the primary lifting mechanism is able to exert an upward force on the forward end of the main body of the aircraft, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint,

and which secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is

such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that is opposite to a lateral direction that the primary lifting  
5 mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,  
and the secondary lifting  
mechanism comprises at least one jet engine, which said at  
10 least one jet engine is attached to the secondary tilt enabling joint such that the said at least one jet engine is able to force exhaust gases to travel in a downward direction and such that by forcing exhaust gases to travel in a downward direction the said at least one jet engine  
15 can exert an upward force on the aft end of the main body, and which secondary lifting  
mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the  
20 secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism forcing air in a downward direction and an upward force exerted on the main  
25 body of the aircraft by the secondary lifting mechanism

forcing exhaust gases to travel in a downward direction while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.

9. (original) The aircraft of claim 8 wherein the said at least one jet engine is a turbojet.

10. (original) The aircraft of claim 8 wherein the said at least one jet engine is a turbofan.

11. (original) An aircraft with a main body, a primary lifting mechanism and a secondary lifting mechanism, which main body has a forward end and an aft end, with the primary lifting mechanism and the secondary lifting mechanism connected to the main body of the aircraft in tandem order, and with the aircraft able to achieve flight by means of upward forces exerted on the main body of the aircraft by the primary lifting mechanism and the secondary lifting mechanism while the primary lifting mechanism and the secondary lifting mechanism are connected to the main body of the aircraft in tandem order,

and which primary lifting mechanism comprises a rotor, an engine assembly, and a

plurality of blades, with the said blades connected to the rotor, and which said engine assembly is able to rotate the said rotor, with the blades connected to the rotor such that when the rotor is rotated by the said engine assembly  
5 air can be forced in a downward direction by means of the blades rotating around the rotor, with the primary lifting mechanism able to exert an upward force on the forward end of the main body of the aircraft by forcing air in a downward direction by way of the blades rotating  
10 around the rotor,  
and which primary lifting mechanism is connected to the main body of the aircraft by a tilt enabling joint such that during flight of the aircraft the primary lifting mechanism can be tilted in a plurality of directions and angles relative  
15 to the main body of the aircraft, in a controlled manner, and such that the primary lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body of the aircraft during flight of the aircraft, in a controlled manner, and such that a direction of  
20 travel of the aircraft during flight can be altered by altering the lateral direction or angle of tilt of the primary lifting mechanism relative to the main body of the aircraft, and which said tilt enabling joint is a primary tilt enabling joint, with the primary lifting mechanism able to exert an  
25 upward force on the forward end of the main body of the aircraft through the primary tilt enabling joint, and which

secondary lifting mechanism is connected to the main body of the aircraft by an additional tilt enabling joint, which said additional tilt enabling joint is a secondary tilt enabling joint, and which said secondary lifting mechanism is

5 connected to the main body of the aircraft by the secondary tilt enabling joint such that during flight of the aircraft the secondary lifting mechanism can be tilted in a plurality of directions and angles relative to the main body of the aircraft, in a controlled manner, and such that the secondary

10 lifting mechanism can be tilted in forward, rearward and lateral directions relative to the main body during flight of the aircraft, in a controlled manner, and such that a direction of travel of the aircraft during flight can be altered by altering the lateral direction or

15 angle of tilt of the secondary lifting mechanism relative to the main body, and which secondary tilt enabling joint is such that the secondary lifting mechanism can be tilted in a controlled manner in a lateral direction with respect to the main body of the aircraft during flight of the aircraft that

20 is opposite to a lateral direction that the primary lifting mechanism can be tilted in with respect to the main body of the aircraft by means of the primary tilt enabling joint during flight of the aircraft,

and the secondary lifting

25 mechanism is a turboprop, which secondary lifting mechanism is attached to the secondary tilt enabling joint such

that air can be forced in a downward direction by  
the secondary lifting mechanism, and such that by  
forcing air in a downward direction the secondary  
lifting mechanism is able to exert an upward force  
5 on the aft end of the main body of the aircraft,  
and which secondary lifting  
mechanism is able to exert an upward force on the aft end  
of the main body of the aircraft through the secondary tilt  
enabling joint, with the primary tilt enabling joint and the  
10 secondary tilt enabling joint connected to the main body of  
the aircraft, and with the aircraft able to achieve flight  
by means of an upward force exerted on the main body of the  
aircraft by the primary lifting mechanism forcing air in a  
downward direction and an upward force exerted on the main  
15 body of the aircraft by the secondary lifting mechanism  
forcing air in a downward direction while the primary  
lifting mechanism and the secondary lifting mechanism are  
maintained in tandem order, and with controlled lateral  
tilting of the primary lifting mechanism and the secondary  
20 lifting mechanism able to occur during flight while the  
primary lifting mechanism and the secondary lifting  
mechanism are maintained in tandem order.



12. (original) An aircraft with a main body, a primary lifting  
mechanism and a secondary lifting mechanism, which main body  
has a forward end and an aft end, with the primary lifting  
mechanism and the secondary lifting mechanism connected to  
5 the main body of the aircraft in tandem order, and with the  
aircraft able to achieve flight by means of upward forces  
exerted on the main body of the aircraft by the primary  
lifting mechanism and the secondary lifting mechanism while  
the primary lifting mechanism and the secondary lifting  
10 mechanism are connected to the main body of the aircraft in  
tandem order,  
and which primary lifting mechanism is connected to the  
main body of the aircraft by a tilt enabling joint such that  
during flight of the aircraft the primary lifting mechanism  
15 can be tilted in a plurality of directions and angles relative  
to the main body of the aircraft, in a controlled manner, and  
such that the primary lifting mechanism can be tilted in  
forward, rearward and lateral directions relative to the  
main body of the aircraft during flight of the aircraft,  
20 in a controlled manner, and such that a direction of  
travel of the aircraft during flight can be altered by  
altering the lateral direction or angle of tilt of the primary  
lifting mechanism relative to the main body of the aircraft,  
and which said tilt enabling joint is a primary tilt enabling  
25 joint,  
which primary lifting mechanism  
is a turboprop, and which primary lifting mechanism is

attached to the primary tilt enabling joint such that air  
can be forced in a downward direction by the primary  
lifting mechanism, and such that by forcing air in a  
downward direction the primary lifting mechanism is able  
5 to exert an upward force on the forward end of the main  
body of the aircraft, with the primary lifting mechanism  
able to exert an upward force on the forward end of the main  
body of the aircraft through the primary tilt enabling joint,  
and which secondary lifting mechanism is  
10 connected to the main body of the aircraft by an additional  
tilt enabling joint, which said additional tilt enabling  
joint is a secondary tilt enabling  
joint, and which said secondary lifting mechanism is  
connected to the main body of the aircraft by the secondary  
15 tilt enabling joint such that during flight of the aircraft  
the secondary lifting mechanism can be tilted in a plurality  
of directions and angles relative to the main body of the  
aircraft, in a controlled manner, and such that the secondary  
lifting mechanism can be tilted in forward, rearward and  
20 lateral directions relative to the main body during flight  
of the aircraft, in a controlled manner, and  
such that a direction of travel of the aircraft during  
flight can be altered by altering the lateral direction or  
angle of tilt of the secondary lifting mechanism relative  
25 to the main body, and which secondary tilt enabling joint is  
such that the secondary lifting mechanism can be tilted in a

controlled manner in a lateral direction with respect to the  
main body of the aircraft during flight of the aircraft that  
is opposite to a lateral direction that the primary lifting  
mechanism can be tilted in with respect to the main body of  
5 the aircraft by means of the primary tilt enabling joint  
during flight of the aircraft,

and which secondary lifting  
mechanism comprises a rotor, an engine assembly, and a  
plurality of blades, with the blades of the secondary  
10 lifting mechanism connected to the rotor of the secondary  
lifting mechanism, and which engine assembly of the  
secondary lifting mechanism is able to rotate the rotor of  
the secondary lifting mechanism, with the blades of the  
secondary lifting mechanism connected to the rotor of the  
15 secondary lifting mechanism such that when the rotor of  
the secondary lifting mechanism is rotated by the engine  
assembly of the secondary lifting mechanism air can be  
forced in a downward direction by means of the blades of  
the secondary lifting mechanism rotating around the rotor  
20 of the secondary lifting mechanism, with the secondary  
lifting mechanism able to exert an upward force on the aft  
end of the main body of the aircraft by forcing air in a  
downward direction by way of the blades of the secondary  
lifting mechanism rotating around the rotor of the  
25 secondary lifting mechanism, and which secondary lifting

mechanism is able to exert an upward force on the aft end of the main body of the aircraft through the secondary tilt enabling joint, with the primary tilt enabling joint and the secondary tilt enabling joint connected to the main body of the aircraft, and with the aircraft able to achieve flight by means of an upward force exerted on the main body of the aircraft by the primary lifting mechanism forcing air in a downward direction and an upward force exerted on the main body of the aircraft by the secondary lifting mechanism forcing air in a downward direction while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order, and with controlled lateral tilting of the primary lifting mechanism and the secondary lifting mechanism able to occur during flight while the primary lifting mechanism and the secondary lifting mechanism are maintained in tandem order.

13. (original) The aircraft of claim 2 wherein the engine assembly of the primary lifting mechanism comprises a single engine and the engine assembly of the secondary lifting mechanism comprises a single engine.

14. (original) The aircraft of claim 2 wherein the engine assembly of the primary lifting mechanism comprises a plurality of engines and the engine assembly of the secondary lifting mechanism comprises a single engine.

15. (original) The aircraft of claim 2 wherein the engine assembly of the primary lifting mechanism comprises a single engine and the engine assembly of the secondary lifting mechanism comprises a plurality of engines.
- 5 16. (original) The aircraft of claim 2 wherein the engine assembly of the primary lifting mechanism comprises a plurality of engines and the engine assembly of the secondary lifting mechanism comprises a plurality of engines.
17. (original) The aircraft of claim 4 wherein the engine assembly  
10 of the primary lifting mechanism comprises a single engine.
18. (original) The aircraft of claim 4 wherein the engine assembly of the primary lifting mechanism comprises a plurality of engines.
19. (original) The aircraft of claim 11 wherein the engine assembly of the primary lifting mechanism comprises a single engine.
- 15 20. (original) The aircraft of claim 11 wherein the engine assembly of the primary lifting mechanism comprises a plurality of engines.
21. (original) The aircraft of claim 12 wherein the engine assembly of the secondary lifting mechanism comprises a single engine.
22. (original) The aircraft of claim 12 wherein the engine assembly of  
20 the secondary lifting mechanism comprises a plurality of engines.
- 23-48. (Canceled).